1	2	3	4	5	6	7
					हिमाचल प्रदेश	240.79
					जम्मू व कश्मीर	15.00
					कर्नाटक	339.86
					केरल	100.00
					मध्य प्रदेश	426.30
					महाराष्ट्र	69.38
					मणिपुर	242.16
					मेघालय	139.24
					मिजोरम	649.80
					नागालैण्ड	15.15
					उड़ीसा	392.00
					पंजाब	311.30
					राजस्थान	430.90
					सिक्किम	136.00
					तमिलनाडु	152.72
					त्रिपुरा	57.44
					उत्तर प्रदेश	473.39
					पश्चिम बंगाल	247.55
19.	विश्व बैंक प्रदूषण नियंत्रण परियोजना	औद्योगिक गतिविधियों के कारण हुए पर्यावरणीय अवक्रमण को रोकना			इस परियोजना में 155.6 मिलियन अमरीकी डालर तथा भारत सरकार, राज्य सरकारों, वित्तीय संस्थाओं तथा ऋण प्राप्त करने वाली औद्योगिक इकाइयों द्वारा प्रदान की जाने वाली 108 मिलियन अमरीकी डालर की काउन्टरपार्ट निधियां शामिल हैं। इस परियोजना के अंतर्गत 4 औद्योगिकीकृत राज्य अर्थात गुजरात, महाराष्ट्र, तमिलनाडु और उत्तर प्रदेश शामिल हैं। प्रत्येक राज्य के लिए कोई विशिष्ट आबंटन नहीं है।	

Banning Indian Ships to Enter into Colombo Port

1062. SHRI S. MADHAVAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Shri Lankan Government had imposed ban on the Tuticorin sailing vessels entering the Colombo Port;

(b) if so, the reasons therefor and what steps Government have taken to lift the ban by Sri Lankan Government;

(c) whether Government are aware that the sailing vessel crewmen in the Tuticorin port are agitating over this; and

(d) whether any delegation visited Sri Lanka to solve this issue and if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Yes, Sir. The Sri Lankan Government imposed a ban on the entry of sailing vessels, with wooden hulls and of a gross tonnage lower than 1600 tonnes, into Colombo Port from 26th April, 1995. These restrictions affected the sailing vessel trade from Tuticorin to Colombo.

(b) The Sri Lanka Government has cited security reasons for imposing the ban.

The Indian High Commission in Colombo has been in constant touch with the Sri Lankan authorities at a high level, to resolve this issue. The hardships being caused to the Tuticorin sailing vessel operators/owners and crew men have been pointed out to the Sri Lankan Government and all efforts are being made to persuade them to lift the ban. The Sri Lankan authorities have consistently maintained that the restrictions have been imposed due to security considerations and that under the prevailing security conditions they are not in a position to lift these restrictions. They have categorically assured that these restrictions are being applied to vessels from all countries without discrimination. Various alternative Ports which could be used by sailing vessels have been suggested by the Sri Lanka Government.

(c) Yes, Sir.

(d) A proposal to send a delegation, including Tuticorin boat operators, to Sri Lanka for holding discussions with the Sri Lankan authorities on possible ways of resolving the problem has been accepted by the Sri Lankan Government.

Irregularities in IRCON

1063. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the newsitem captioned "Irregularities glore in IRCON's projects" as reported in the Indian Express dated 16th June, 1995 Chandigarh edition;

(b) if so, whether several irregularities have come to the notice of Government on the IRCON's projects in India and abroad;

(c) if so, the details thereof; and

(d) the corrective steps Government propose to take to set right the IRCON's projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The news report was based on incomplete/incorrect information. No irregularities have been noticed by the Government in any of the IRCON's project.

(c) Does not arise.

(d) IRCON has been consistently doing good work. In recognition of such performance, it has been awarded excellent grading by the Deptt. of Public Enterprises, consecutively for the last three years.

केन्द्रीय सड़क निधि के अंतर्गत निधियों का संवितरण

1064. **श्री महेश्वर सिंह:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) इस वर्ष केन्द्रीय सड़क निधि के अंतर्गत प्रदेश-वार कितनी-कितनी राशि का आबंटन किया गया है;

(ख) क्या पिछले वर्ष आबंटित राशियों की तुलना में इस राशि में कोई वृद्धि हुई है, यदि हां, तो तत्संबंधी ब्यौरा क्या है, और

(ग) क्या इस संबंध में संसद द्वारा 1988 में पारित प्रस्ताव को लागू करने हेतु सरकार ने कोई निर्णय लिया है, यदि हां, तो कब यदि नहीं, तो इसके क्या कारण हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) राज्य-वार आबंटन, संस्वीकृत स्कीमों की प्रगति और बजटगत प्रावधानों के आधार पर वित्तीय वर्ष के अंत में किया जाता है।

(ख) प्रश्न नहीं उठता।

(ग) संसद द्वारा 1988 में पारित संकल्प को बजटगत अभावों के कारण अभी लागू नहीं किया जा सका है।